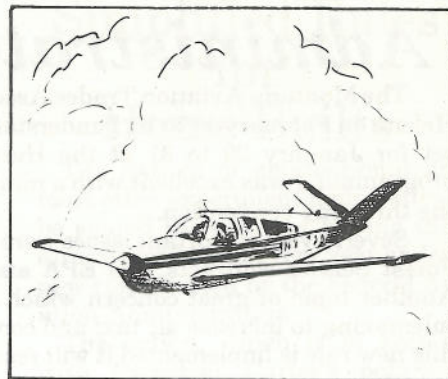


Montana and the Sky



Vol. 31, No. 3

MONTANA AERONAUTICS DIVISION

March, 1980

The Fatal Pilots Disease

"Get-there itis" and "Get-home itis" are usually found to have existed in most fatal accidents in general aviation. This pilot disease is generally of short duration from which the subject either quickly recovers (because he aborts the trip or makes a 180 degree turn) or to which he may succumb. An obvious symptom of this disease is a determination to press on regardless of weather, condition of the aircraft or the condition of the pilot. The subject develops phenomenal capacity for rationalization and the only known remedy is a liberal dose of good judgement - which unfortunately is usually in short supply, particularly in the more chronic cases.

Local case histories show that the pilot often fails to cancel or discontinue the flight when the going is rough. Why? Probably, because as with those who drive cars, the pilot thinks the accident will not happen to him. It only happens to the other guy!

Several fatal accidents have involved pilots who were trying to keep a business appointment or who had completed their business and were returning home. Arriving near their destination (within 20-30 miles), some encountered marginal weather and tried to fly visual.

Why were these pilots motivated to attempt such flights? Perhaps it was because they were not aware of the risk involved; or because their passengers or business associates would



Larry Burian, President of the National Air Transport Association, spoke at the Montana Aviation Trades Association luncheon.

be disappointed if the flight was delayed or postponed; or because the pilot thought the weather would improve within the next few miles; or because the pilot ignored the fuel gauges and hoped that the trip could be completed. Whatever the rationale, it was invalid. To counter "Get-there itis" and "Get-home itis" every pilot should establish personal minimums for flying. These include ceiling and visibility for cross-country trips (day and night), fuel reserves and wind conditions. Take the time to think over what your own safety standards should be and jot them down. Then, whenever you feel the urge to compromise on safety because of pressure, remember your standards and abide by them.

ELTs

Airworthiness Directive 79-18-05 required removal of lithium-powered ELTs. A recent amendment to that AD provides that owners of lithium-powered units made by CCC, Garrett, and Leigh may continue to operate aircraft without those units until October 15, 1980. Owners of other lithium-powered ELTs must comply with AD 79-18-05 before March 29, 1980.

For specific details, please refer to AD 79-18-05 as amended by 39-3549.

Administrator's Column

The Montana Aviation Trades Association had their annual convention in Helena on February 14 to 16. I understand that next year's MATA convention is set for January 29 to 31 at the Heritage Inn in Great Falls. This year's programming was excellent with a mingling of Ag and FBO issues throughout the three-day convention.

Several very important issues were discussed including the fuel crisis, U.S. Forest Service contracts, and EPA and FAA aerial application regulations. Another topic of great concern which was discussed was the CAB proposed rulemaking to increase air taxi and commuter operators' liability insurance. If this new rule is implemented it will result in severe financial burdens on these operators.

During the convention new officers and directors were elected for 1980. They are:

President - Wayne Turner, Triangle Aviation, Big Sandy
 Vice President - Ted Rieke, Gillis Aviation, Billings
 Director - Clyde Fredrickson, Fredrickson Aviation, Polson
 Director - Harold Johnstone, Johnstone Aerial Spray, Rock Springs
 Director - Gary Martin, Martin Aviation, Glasgow
 Director - Andre Morris, Dillon Flying Service, Dillon
 Director - Edgar Obie, Obie Flying Service, Chinook
 Executive Secretary - Karen Lathrop, Great Falls

I would like to congratulate the past officers and convention chairman Jeff Morrison for a very successful 1980 convention and look forward to working with the new officers during this coming year.

★ ★ ★ ★ ★

The Montana Aeronautics Board met on March 6 and 7. Big Sky Airlines President Dale Norby gave the Board an update on their present operations and a preliminary overview of their route expansion plans. Of particular interest was their proposal made to the CAB to fly the Twin Otter route system being abandoned by Frontier Airlines. Mr. Norby advised the Board that Big Sky would not need Industrial Revenue Bonds to purchase airplanes at the present time. However, they anticipate requesting the bonds to purchase two Swearingen Metro II airplanes sometime in 1981. The Board has previously approved the bond issuance concept to Big Sky.

In separate action the Board reviewed the Aeronautics Airport Development Loan Program and specifically whether or not the present 5% interest rate should be increased. After considerable discussion the Board unanimously voted in favor of Board Member Bill Merrick's anti-inflationary motion not to increase the interest rate.

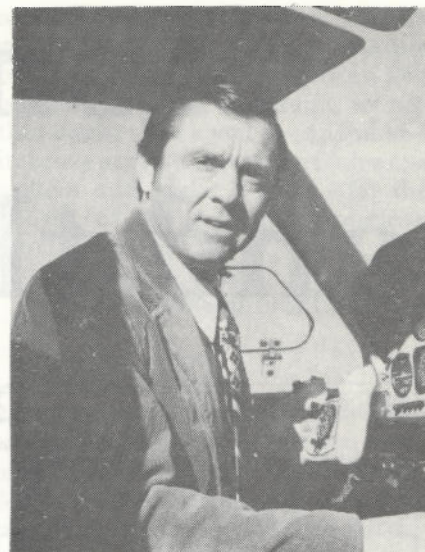
★ ★ ★ ★ ★

The Governor's Essential Air Service Task Force met with officials from Big Sky Airlines, Billings, Real West Airlines, Fargo, North Dakota, and Skycraft, Lewistown, in Billings on March 17. The purpose of this meeting was to review the airlines' proposals to the Civil Aeronautics Board to take over the Twin Otter Route system (or a portion thereof) being exited by Frontier Airlines. The communities are now in the process of determining which airline they will support. No action to date has been taken.

Although neither Big Sky nor Real West proposed to fly the route exactly in accordance with the CAB essential air service determination, they have proposed to fly a linear route similar to the proposal requested of the CAB by the communities. These carrier proposals both exceed the minimum service level established by the CAB. Skycraft proposed to serve only the Lewistown-Billings segment of the Twin Otter Route.

Big Sky stated that they would be serving the communities with Metroliners and Cessna 402's, while Real West's proposal utilized only Metroliners.

The CAB should be making a carrier selection within 90 days.



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 DEPARTMENT OF
 COMMUNITY AFFAIRS

Thomas L. Judge, Governor

Harold A. Fryslie, Director
 Martin T. Mangan, Deputy Director

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 Phone 449-2506
 Box 5178
 Helena, Montana 59601

Michael D. Ferguson
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Creative Press

Administrator's Column, Con't.

★ ★ ★ ★ ★

During the MATA Convention banquet, it gave me great pleasure, on behalf of the Montana Aeronautics Board and the Montana Aeronautics Division, to present Elizabeth "Biddy" Morrison Herrin with a Certificate of Appreciation in recognition of her distinguished service and outstanding contribution to the aviation community in Montana.

Larry Burian, President of the National Air Transport Association, led the entire convention audience in a standing "toast" to Biddy. The MATA also awarded her a lifetime membership in the MATA in appreciation for her many years of active service to the association. Congratulations Biddy!



Elizabeth "Biddy" Morrison Herrin was presented with a Certificate of Appreciation by the Montana Aeronautics Board and Division at the recent MATA convention.

Calendar

March 25 — GA Pilot Safety Clinic, Baker, Plevna Bar Dining Room (13 mi. west of Baker) 7:30 to 10 p.m.

March 26 — GA Pilot Safety Clinic, Glendive, Montana Dakota Utilities (313 W. Valentine) 7:30 to 10 p.m.

April 8 — GA Pilot Safety Clinic, Libby, Venture Inn, 7:30 to 10 p.m.

April 9 — GA Pilot Safety Clinic, Kalispell, Outlaw Inn, 7:30 to 10 p.m.

April 10 — GA Pilot Safety Clinic, Polson, Polson High School, 7:30 to 10 p.m.

April 22 — GA Pilot Safety Clinic, Glasgow, Glasgow Court House (Meeting Room), 7:30 to 10 p.m.

April 23 — GA Pilot Safety Clinic, Wolf Point, Western National Bank (Hospitality Room), 7:30 to 10 p.m.

April 24 — GA Pilot Safety Clinic, Malta, Malta Court House

May 6 — GA Pilot Safety Clinic, Hamilton, Hamilton High School, 7:30 to 10 p.m.

May 7 — GA Pilot Safety Clinic, Missoula, Missoula Vo Tech (909 S. Ave. West, Bldg. D, Rm. 1), 7:30 to 10 p.m.

June 1 — Yellowstone Airport, West Yellowstone, re-opens for the season. Contact Ted Mathis (406) 449-2506 for further information.

June 9 to 18 — Aerospace Teacher Workshop, Eastern Montana College, Billings.

June 9 to 18 — Aerospace Teacher Workshop, Montana State University, Bozeman.

June 10 to 12, 17 to 19 — Aerospace Teacher Workshop, College of Great Falls.

June 11 to July 2 — Aerospace Teacher Workshop, Montana Tech, Butte.

June 13 and 14 — Montana Pilots Association Convention, Billings.

June 16 to 27 — Aerospace Teacher Workshop, Carroll College, Helena.

June 19 to 21, 26 to 28 — Aerospace Teacher Workshop, Northern Montana College, Havre.

June 29 — Flying Farmers Queen Joan Wilson Fly-In, Moore.

July 19 and 20 — 3rd Annual Beacon Star Antique Airfield Fly-In.

Simplified Rules for Home-Built

The owners of amateur-built and most other experimental aircraft will be spared the chore of having their aircraft recertified every year under a new rule adopted by the Federal Aviation Administration.

The action, which is in keeping with President Carter's policy of reducing the burden of government regulations on the public, will affect approximately 7,000 aircraft.

Under the new procedure, amateur-built aircraft and most others in the experimental category would be treated much like conventional aircraft. The FAA would certificate them initially and this airworthiness certificate would then be valid for an indefinite period. Safety would be assured through annual inspections by FAA-certificated mechanics or the builder of the aircraft himself, if he has qualified for a "repairman's" certificate from the agency.

The change was the result of a commitment that FAA Administrator Langhorne Bond made to the Experimental Aircraft Association last year at its annual fly-in in Oshkosh, Wis. At that time, he said that experience has shown that amateur-built and other experimental aircraft are safe and that there is no justification for making them meet stricter requirements than other aircraft.

In addition, Bond noted that the change would result in considerable savings to the taxpayers since the old procedures required 22 man-years of FAA inspectors' time annually.

Under the new procedure, once an amateur-built aircraft has passed its flight tests and is given its original certificate, the builder can be certified as a repairman for the purpose of making the annual condition inspections. This would be done on the assumption that the builder of the aircraft is qualified to inspect it for continued safety.

The new procedure does not apply to those aircraft in the experimental category which are test and development models of factory-built aircraft.

AMRS

By: Sam Griggs, Supervisor
Safety and Education Bureau

The Montana Aeronautics Division hosted 110 aviation mechanics at its annual Aviation Mechanics Refresher Seminar held in Helena on February 5, 6 and 7, 1980. The Helena Aviation Vocational Technical School provided the classroom space and their A&P students and instructors attended the seminar also. There were 40 certificated A&P mechanics in attendance and the balance made up from the instructors and students from the school.

Presentations were made by technical representatives from Janitrol, Nickson, Inc., Aero Propellers, Continental Motors, Bendix, Cessna, Lycoming, Bell Helicopters, Piper, Pratt and Whitney and Garrett. The FAA also gave a presentation.

Omaha Airplane Supply Company participated by putting up an airplane supply booth and hosting a "get acquainted" hospitality hour for all the certificated mechanics and instructors. They also furnished door prizes that were drawn during the session.

We hope that our mechanics found this year's seminar worthwhile and that the chance to strike up new friendships, as well as discuss old and new problems in the field, was an added benefit.

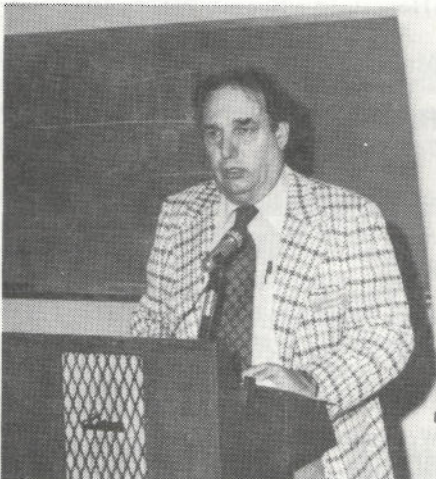
AMRS Speakers



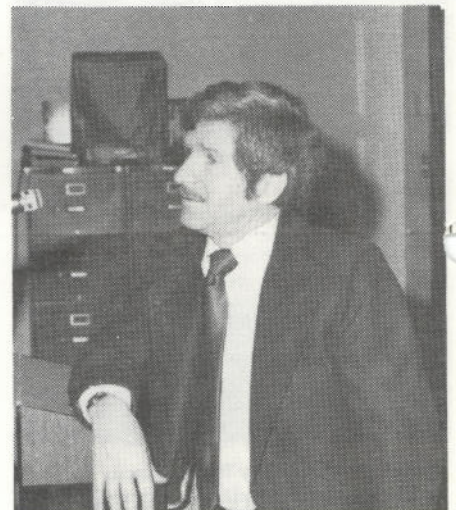
Roy Bentley, Garrett Engines



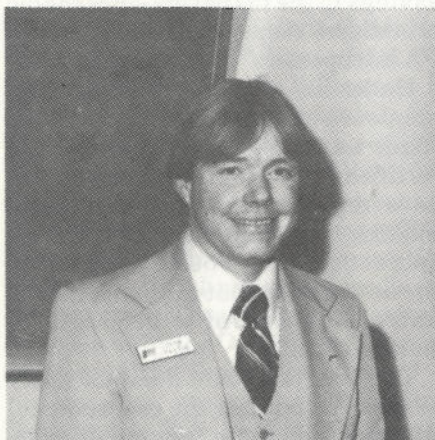
Bob Webb, Pratt and Whitney



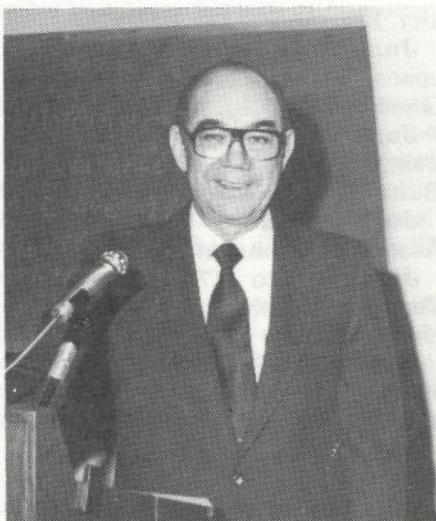
Bob Pauquin, Continental Engines



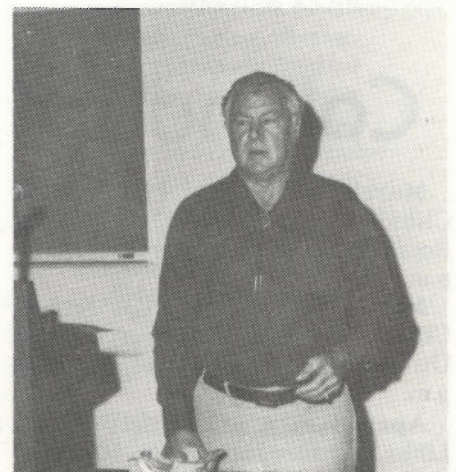
Robert Rock, Aero Propellers



Jack Vautin, Piper



Dick Hewitt, Cessna Aircraft



Arnold Nickson, Nickson Machine Shop.



A total of 110 mechanics were on hand to take advantage of the Aviation Mechanics Refresher Seminar.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Keith W. Ericson, Ronan
Kenneth J. Redman, Sidney
William P. Allred, Arlee
Rick R. Bice, Missoula
Lewis W. Rafferty, Three Forks
Martin M. Little, Geraldine
Arden M. Hjalmer, Helena
Randy D. Rummel, Cut Bank
David J. Wollan, Shelby
Richard D. Lighter, Kalispell
Theodore J. Vore, Miles City
William D. Meadearis, Ismay
Jeffery W. Meadearis, Ismay
Jeffrey E. Davison, Billings
Robert P. Gilstrap, Billings
Dave H. Wagner, Huntley
Kathy L. Bayers, Twin Bridges
Jan D. Peters, Culbertson
David D. Kwasney, Sidney
Herman Korfonta, Billings
Randy S. Pendergraft, Billings
Joan A. Waddell, Silesia

INSTRUCTOR

David L. Amlund, Billings
(Reinstate)
Gary A. Roam, Billings (Add IA)
George R. Knutson, Billings
(Reinstate)

William L. Wyman, Helena
(Reinstate)
Glen A. White, Hysham
Arne R. Scarpholt, Glendive
William J. Tubbs, Hamilton
(Renewal)

Forrest L. Gue, Missoula (Renewal)
George A. Wetherell, Butte (Renewal)
Stephen D. Tibbits, Great Falls
(Renewal)

Michael H. Pardis, Great Falls
(Private)

Dave W. Schuler, Dutton
(Commercial)

John A. Landerdahl, Bozeman
(Commercial)

Vincent J. Frezzo, Big Fork
(Renewal)

Kenneth A. Baze, Butte (Commercial)
Richard E. Geiger, Helena

COMMERCIAL

Randall S. Yaeger, Big Timber
(Heli & Instru)

Michael P. Quinn, Libby (Limited)
Scot K. Robinson, Powderville

William J. Mayo, Jr., Colstrip (Add
IA)

John E. Helzer, Helena (Limited)

ATP

Robert E. Tingey, Belgrade
Daniel K. White, Billings (AMEL)

MULTI-ENGINE

Michael S. Kobos, Missoula

Calculator Interference

Tests conducted by the Canadian Department of Communications proved electronic calculators can interfere with ADF radio compasses. Radio compasses became paralyzed when a calculator was passed within three feet of the loop antenna, and varying degrees of bearing needle deviation were shown. Interference was greatest when the ADF signal was weakest, usually at a long distance from the station. The electronic math aids produce interference in the 200 to 250 kHz range, near the lower end of the 190 to 1750 kHz ADF band. Interference will occur as long as the calculator is turned on, even if no computations are worked.

(FAA GA News)

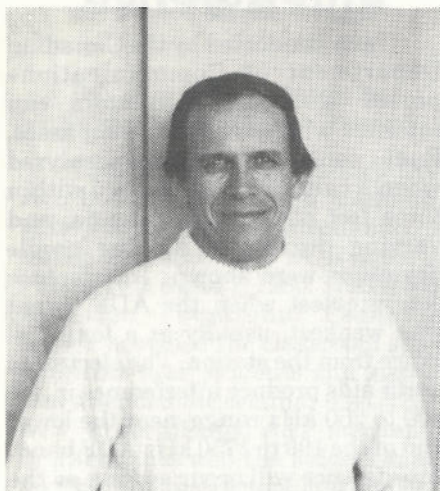
Mountain Flying

Here are a few tips which you should practice if you're flying into the high country.

- Obtain a current weather briefing and pay close attention to wind velocities at 12,000-14,000 foot altitudes. If surface winds are 25 to 35 mph, you can expect **double that velocity** at higher altitudes.
- Plan your flight to avoid excessive turbulence. Early morning departures are usually best.
- File a flight plan.
- Make sure you thoroughly understand the area map; box canyons are unforgiving.
- Practice short field landing and takeoff techniques prior to the trip.
- **Use your altitude indicator.** Mountain peaks are **not** the horizon.
- Carry a basic survival kit plus warm clothing and blankets.
- Anticipate updrafts and downdrafts. Flying close to the upwind side of valleys maximizes lift. **Never** fly up the center of a canyon or valley.
- Study the aircraft owner's manual and determine the aircraft's gross weight and density altitude limitations.
- Preflight the aircraft **and the pilot.** Leave your hangups and hangovers at home.

(Minnesota Flyer)

Instrument Pilots



By: Donald C. Paul,
Accident Prevention Specialist

Recent accidents have shown that instrument pilots do not give enough thought and planning to the instrument departure procedures. The FARs are very lax when it comes to pilots operating under Part 91. FAR 91.116 only speaks to takeoff weather minimums for Parts 121, 123, 129, and 135 operations, but what about departure procedures? There is a growing concern that many pilots either ignore, or are not familiar with, the instrument departure procedures for the airport they are departing from.

When receiving an IFR clearance an IFR departure procedure is usually not included in your clearance; so if you are departing an airport in instrument flight conditions, the only way you are guaranteed of terrain clearance is to use the departure procedure for that airport. Instrument departure procedures are given for all airports (where instrument approach procedures have been published) if there is a terrain clearance problem. Those procedures are found on the back of the primary approach plate of the airport you are departing from if you're using Jeppesen charts and approach plates, and in the IFR takeoff minimums and departure procedures section of the

NOAA instrument approach procedures book.

If you are looking for a SID (Standard Instrument Departures) for your airport of departure, they are **only** published for airports with high volumes of IFR traffic and only for the purpose of an orderly and fast IFR departure flow, so don't expect to find one for the smaller airports.

If you **cannot** climb under visual flight conditions to an IFR minimum enroute altitude, it is essential that you use that instrument departure procedures to ensure terrain clearance. So the next time you receive an IFR clearance without a departure clearance, dig out those instrument departure procedures, read them and then **use them**. If you are departing from an airport in mountainous terrain where instrument approach and departure procedures have not been provided, make sure you can climb in VFR conditions to an enroute altitude. (The use of the instrument departure procedures is also a good idea on dark nights when terrain can't be seen!)

Remember, the regs are not your "guardian angel", so don't expect them to keep you safe and alive. That's up to you!

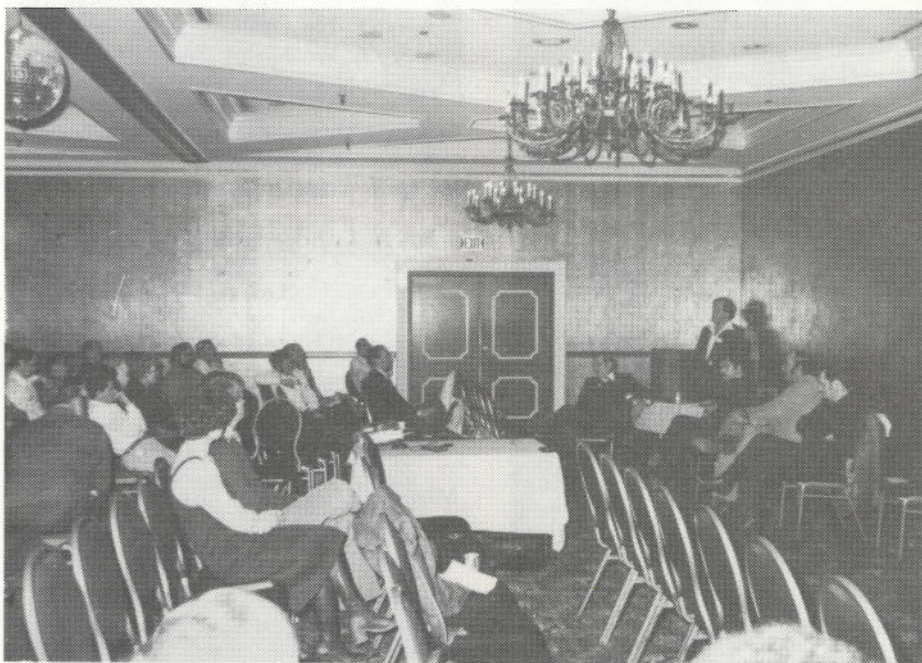
Update

According to the February 25, 1980 issue of *Business Aviation* —

The Civil Aeronautics Board said the cost of FAA's proposed commuter security regulations would damage the commuter industry, hurt small community service, and fulfill no demonstrated need in comments recently filed at FAA. In addition, the agency said it "opposes the proposed rulemaking on the grounds that FAA has not identified a well-defined need for the regulations and has not justified the costs involved."

Commuter Airline and air taxi operators are looking at legal remedies to counter what they feel are FAA abuses - "harassment and intimidation" - of regulatory power at the local level, where there have been a number of what they consider unwarranted certificate revocations.

Efforts by Phillips Petroleum to repair the damage to its Borger, Texas refinery and increase the supply of aviation gasoline, is being hampered by the continuing strike by the Oil, Chemical and Atomic Workers Union that began December 8.



Ralph Hunt, National Underwriters Insurance, moderated a panel dealing with insurance requirements and problems at the Montana Aviation Trades Association convention.

Airports and the Misinformed Public

Every now and then we come across an exchange in the media that is worth repeating.

Here is a case that presents fallacious myths about airports; then, quite logically and persuasively, takes the irresponsible charges apart and builds a solid, accurate story for general aviation.

Below is a copy of a ludicrous column from the WASHINGTON STAR (Dec. 19, 1979) which is so preposterous it is frightening. Also below is the lucid response (Dec. 25, 1979) from representative Dan Glickman (D-KA).

The Hidden Cost Of Smaller Airports By Wentworth W. Pierce

Pending legislation which reduces the 8 percent tax on airline tickets, continues the policy of taxing the traveling public to subsidize general aviation airports. This is done under the impression that they facilitate transportation, relieve congestion at metropolitan airports and bring business opportunities which large airports bring to metropolitan centers. Little of that is true.

General aviation airports are beyond the reach of scheduled air carriers. The aircraft they serve are both dangerous and costly. Annual casualties in single-engine planes (which comprise the bulk of the general aviation fleet) number one for each 125 planes. The least expensive plane is \$16,000 and its operating cost is at least \$6,000 a year. With the absence of ground transportation, use of such airports by the general public is all but prohibited; and according to a major airport consultant they serve those earning more than \$40,800 a year.

Half of the general aviation fleet, numbering 200,000 planes, is more or less continuously in use for business,

rental, air-taxi and other commercial service. The other half is engaged principally in private use.

Pilot training is an industry in itself, employing one plane in every six. The number of "active" pilots is 800,000—or four times the number of general aviation aircraft—but most of them rarely fly. The number of new pilots licensed every year is enough to staff the whole general aviation general aviation fleet, but many of these pilots never buy a plane; and those who do seldom own it for long.

From accident data, it can be estimated that most of the pilots do not achieve 200 hours flying time in their entire careers, and not 1-in-6 achieves 500 hours—what a professional pilot would book in six months. The accident rate per hours of flying is 2-to-3 times as high for pilots having fewer than 200 hours flying time than for those having more than 500 hours.

The steady increase in the number of general aviation aircraft, from 131,000 in 1971 to 200,000 at present, has been sustained - and perhaps generated - by government support. The federal outlay on general aviation airports, most of it in the last two years, is now \$363 million, or \$1,800 per individual craft. At an approved location, which can serve as few as five planes, the Federal Aviation Administration advances 90 per cent of the cost against matching grants of 5 per cent by a local government.

The outlay on construction of airports is accompanied by an annual outlay by the FAA of some tens of millions for registration and recording of title conveyances and certification of pilots and instructors. Under the impression that those who operate private aircraft should, like owners of automobiles and taxicabs, pay a reasonable fee for that privilege and for the associated service, then Transportation Secretary Brock Adams in 1978 proposed fees that would have recovered \$20 million of this outlay. But the proposal was withdrawn in the face of protests by pilot and industry groups.

The outlay, however, does not remedy the absence of ground transportation in the neighborhood of a

small community. Therefore, the airports on which it is bestowed may not do as much to facilitate access to a small community as to facilitate departures to a congested metropolitan center where ground transportation is readily available.

America Needs Its Small Airports

One of my jobs as a member of Congress is to educate. In turn, as the representative of a district that manufactures 65 percent of the nation's general aviation aircraft, I have been educated to the importance of general aviation. And I must say that Wentworth Pierce's *Point of View* column on small-cost airports was one of the most uninformed I have seen on the subject.

His piece purports to discuss "the hidden cost of smaller airports." What should be discussed are the hidden *benefits* of small airports. He takes issue with pending legislation that would, as he puts it, "facilitate transportation, relieve congestion at metropolitan airports and bring business opportunities which large airports bring to metropolitan centers." While he claims that isn't true, in reality it is.

He states, for example, that "general aviation airports are beyond the reach of schedule air carriers." Of course they are, and that is one of their most important contributions to the nation's air transportation system. There are more than 14,000 airports in the United States today (over half of these are privately owned) and the airlines maintain scheduled flights at only 350 of them.

In fact, 92 percent of all airplane passengers are enplaned at just 100 airports. As a result, the airlines rely on the nation's vast network of general aviation airports; it is from these smaller fields that commuter carriers and air-taxi services and the growing fleet of business planes are bringing the thousands of passengers who board jetliners at the major hub airports. And the process is reversed when these same passengers arrive at their destination hub airport and must fly on to a smaller community.

Mr. Pierce concedes that "the

federal outlay on general aviation airports would perhaps be justified if it facilitated access to small communities and reduced congestion at metropolitan centers." That, of course, is just what general aviation does!

It might come as a surprise to Mr. Pierce that the National Transportation Safety Board recently urged Congress to increase spending on general aviation airports, citing the great need to take the pressure off adjacent air carrier airports. One of the conclusions reached by a variety of parties in the crash of a PSA 727 in San Diego earlier this year is that building small airports is a most effective way of improving air traffic control problems at major airports. The scheduled airlines, too, staunchly advocate increased

support for small airports.

The truth is that the nation's economy and its air transportation system - finest in the world - are dependent on general aviation. American industry, now widely decentralized, relies on its business aircraft fleet. In fact, with over 200,000 airplanes now flying in this country, only 2,600 are airliners. The rest are general aviation aircraft, and 76 percent of all general aviation flying is for business and commercial purposes.

And yet, not a penny of Airport/Airways Trust Fund comes from tax funds. It comes from the users of the air transportation system. For every gallon of general aviation fuel purchased, the aircraft operator himself pays 7 cents into the ADAP Trust Fund. And he pays an

annual registration fee on his aircraft and other taxes too on aviation products. And right now there's a \$3.2 billion surplus in that fund, money that ought to be spent to expand and improve our nation's airport/airways system and make it safer - for the benefit of the traveling American public.

Dan Glickman
D-Kans./Member of Congress

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